

ADDENDA

to the

AUGUST, 1966 JOINT WESTERN AREA COMMITTEE

PROPOSED AGENDA

CHANGE OF OPERATIONS:

Case #	(#1)	California Motor Express Locals: 431	Case #2-4-1292
Case #	(#2)	Certified Freight Lines Local: 381	Post Marked - July 20, 1966
Case #	(#3)	Sites Silver Wheel Locals: 81 - 900	Post Marked - July 21, 1966

COMMITTEE FOR LOCAL OPERATIONS:

Case #	(#4)	Local: 190 United-Buckingham	Post Marked - July 20, 1966
Case # 8-6-2514	(#5)	Leaves of Absence	



Case #	(#6)	Local: 2 Consolidated Freightways	OTR Dispute - Post Marked-July 20/66
Case #	(#7)	Local: 70 Navajo	Jt. C. #7 Dispute - Post Marked-July 25/66
Case #	(#8)	Local: 70 Walkup's Merchants	Jt. C. #7 Dispute - Post Marked-July 25/66
Case #	(#9)	Local: 81 L-A-Seattle Motor Express	OTR Dispute - Post Marked-July 21/66
Case #	(#10)	Local: 81 L-A-Seattle Motor Express	OTR Dispute - Post Marked-July 21/66
Case #	(#11)	Local: 81 P. I. E.	OTR Dispute - Post Marked-July 21/66
Case #	(#12)	Local: 190 United-Buckingham	OTR Dispute - Post Marked-July 20/66
Case #	(#13)	Local: 190 United-Buckingham	OTR Dispute - Post Marked-July 20/66
Case #	(#14)	Local: 222 P. I. E.	Automotive Dispute - Post Marked-July 28/66
Case #	(#15)	Local: 222 P. I. E.	OTR Dispute - Post Marked-July 28/66
Case #	(#16)	Local: 231 O. N. C.	OTR Dispute - No Post Mark
Case #	(#17)	Local: 287 I. M. L. Freight, Inc.	Jt. Council #7 Dispute - Post Marked-July 25/66
Case #	(#18)	Local: 287 P. I. E.	Jt. Council #7 Dispute - Post Marked-July 25/66
Case #	(#19)	Local: 315 Reliable Transportation	Tanker Dispute - Post Marked-Aug. 1/66
Case #	(#20)	Local: 741 Consolidated Freightways	OTR Dispute - No Post Mark
Case #	(#21)	Local: 741 L-A-Seattle Motor Freight	OTR Dispute - No Post Mark
Case #	(#22)	Local: 741 O. N. C.	OTR Dispute - No Post Mark
Case #	(#23)	Local: 741 O. N. C.	OTR Dispute - No Post Mark
Case #	(#24)	Local: 741 Sea Land Freight Service	Interpretation - Post Marked-July 30/66
Case #	(#25)	Local: 741 Sea Land Freight Service	Warning Notice - No Post Mark
Case #	(#26)	Local: 741 P. I. E.	Termination - No Post Mark



AUGUST, 1966 - ADDENDA

For Additional Cases

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CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # California Motor Express  
2-4-1292

Change Local involved: 431, Fresno, California  
of  
Operation

Clarifi- Union requests clarification of the seniority application in  
cation the decision of the Joint Western Change of Operation Committee  
in Case #2-4-1292, May 12, 1964.



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #                      Certified Freight Lines

Change                      Local involved:                      381, Santa Maria, California  
of  
Operation

Forming a Tanker Division out of current C. F. L. Rosters.

A Company and Union agreement to follow.

Post Marked   -   July 20, 1966  
Received   -   July 21, 1966



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Sites Silver Wheel Freightlines, Inc.

Change of Operation Locals involved: 81, Portland, Oregon  
900, Pendleton, Oregon

Sites Silver Wheel Freightlines, Inc. has in the past operated between Portland, Oregon and Ontario, Oregon, only on an occasional and irregular basis. Due to a substantial increase in business between the subject points, however, it will be necessary to institute a regular run.

The proposed operation will be utilized if and when freight is available and the drivers will be based at Portland, Oregon.

Post Marked July 21, 1966  
Received - July 22, 1966



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 190, Billings, Montana, and  
United-Buckingham Freight Lines

P & D Request 8 hours pay at premium rate for Anton Ott for work  
Dispute performed by non-unit employee on May 29, 1966.

Case #M-599.

JSC Motion: That the Union's position be upheld.

Deadlocked Montana JSC July 15, 1966.

Post Marked - July 20, 1966

Received - July 25, 1966.



REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE

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- Case # (L-471) WILBUR STEIN, member of Local 150, Sacramento, California. Employee of Ringsby System. Request is for a period of ninety (90) days, effective August 1, 1966, for the purpose of - (no reason given).
- (L-472) JAMES D. WEIGAND, member of Local 208, Los Angeles, California. Employee of Los Angeles-Seattle Motor Express, Inc. Request is for a period of ninety (90) days, effective July 25, 1966, for the purpose of accepting a Supervisory job with LASME at Los Angeles.
- (L-473) JOSEPH GOLLEHER, member of Local 208, Los Angeles, California. Employee of Pacific Intermountain Express. Request is for a period of ninety (90) days, effective July 22, 1966, for the purpose of training as Supervisor.
- NOTE: Original Leave of Absence commencing October 15, 1964 for a period of 90 days was granted during the November, 1964 JWAC Meetings. Refer to Case #11-4-1634 (L-297)
- (L-474) DONALD E. MILLER, member of Local 17, Denver, Colorado. Employee of Denver-Chicago Trucking Company Inc. Request is for a period of ninety (90) days, effective June 20, 1966, for the purpose of performing classified employment in the same industry.
- (L-475) R. M. BERNAL, member of Local 208, Los Angeles, California. Employee of Pacific Motor Trucking Company. Request is for a period of ninety (90) days, effective July 21, 1966, for the purpose of Supervisor in Operation Department.
- (L-476) ERNEST NOBLE, member of Local 208, Los Angeles, California. Employee of Peerless Trucking Co. Request is for a period of ninety (90) days, effective July 25, 1966, for the purpose of Supervisory capacity with Company.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 2, Butte, Montana, and  
Consolidated Freightways

O-T-R Mr. Gerke had reported at the Butte terminal at 3:30 p.m. and  
Dispute was informed that there would be no work, yet later on that day  
Spokane driver Blackwell was dispatched from Butte at 4:30 to  
Great Falls, via Missoula. Position of Local Union that Mr. Gerke  
was still available when Mr. Blackwell was called, therefore  
this is a case of a runaround.

Case #M-602.

JSC Motion: That the claim of Union be denied.

Deadlocked Montana JSC July 15, 1966.

Post Marked - July 20, 1966

Received - July 25, 1966



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #            Local 70, Oakland, California, and  
                  Navajo Freight Lines

Joint            Union Position: Man should be paid a days pay when Company  
Council 7       refused to use him after dispatch from Hiring Hall as casual.  
Dispute

Employer Position: Man was used on prior date. Company sent  
letter to hall requesting that he not be dispatched again, therefore  
he was refused when the hall dispatched him on a subsequent date.

Case # LD-2405.

Joint Council #7 Labor-Management Committee Motion: That  
the claim of the Union be upheld.

Deadlocked Joint Council #7 Labor-Management Committee  
July 21, 1966.

Post Marked   - July 25, 1966  
Received   - July 26, 1966



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 70, Oakland, California, and  
Walkup's Merchants Express

Joint Council 7 Dispute Company sent two drivers, two vans to Golden Grain. Man from Bakers Union operated fork lift and placed pallets in vans. Drivers helped each other hand stack inside the van.

Union Position: Drivers can help each other according to Article 45, Section 2 (e). Last man must hire helper.

Employer Position: Drivers can assist each other when help is not available. Hiring hall was closed since this was after 7:00 P. M. on Friday night.

Case # LD-2397.

Joint Council #7 Labor-Management Committee Motion: the claim of the Union be upheld under the revised Article 45.

Deadlocked Joint Council #7 Labor-Management Committee  
July 21, 1966.

Post Marked - July 25, 1966

Received - July 26, 1966



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 81, Portland, Oregon, and  
Los Angeles-Seattle Motor Express

O-T-R The Union contends that on June 4th, 1966, on a relay run from  
Dispute Portland to Yreka, Rickman broke down at Goshem, Oregon.  
He had to remain with the equipment for 6-1/2 hours then he was  
told to go to bed and was there for another 11-1/2 hours. The  
Union contends that the driver is entitled to the 6-1/2 hours he  
had to remain with the equipment, and in addition, his first 8 in  
24 hours as provided for in the agreement after he was relieved  
of duty and remained on breakdown status.

The Company relies on a previous Multi-Conference Committee  
and National Grievance Committee ruling in a like situation  
wherein the committee ruled that the first 8 hours in a 24 hour  
breakdown period includes the first hours that a driver spends  
with the equipment before he is relieved of duty.

Case #765.

JSC Motion: That the Union's claim for breakdown time be  
allowed.

Deadlocked Oregon JSC (no date of action given).

Post Marked - July 21, 1966  
Received - July 22, 1966



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 81, Portland, Oregon, and  
Los Angeles-Seattle Motor Express

O-T-R Local 81 is claiming 1-1/2 hours pay for wait time spent by driver  
Dispute Bill Lane, from Los Angeles-Seattle Motor Express.

The Union contends that on May 18th, 1966, driver Lane was on layover status in Yreka, he was into his three hour layover guarantee period and he was called to the terminal. Upon arrival at the terminal he had to wait an hour and a half for the equipment to arrive; he was there 17-1/2 hours altogether. The Union contends that Lane is entitled to pay for the hour and a half spent after reporting.

The Company contends that Lane was called by the road boss and told his equipment would be late and he was given a new departure time estimated by the inbound driver, who was later than he had estimated. The Company relies on J.W.A.C. Case #8-5-2056, wherein the situation was similar with the exception that the driver involved actually did work during the layover guarantee period and the committee ruled that in no case would a man get paid more than the three hours unless he spent more than that.

Case #766.

JSC Motion: That the Union's claim be denied.

Deadlocked Oregon JSC July 18, 1966.

Post Marked - July 21, 1966  
Received - July 22, 1966.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 81, Portland, Oregon, and  
Pacific Intermountain Express

O-T-R Local Union 81 is claiming 5 hours terminal delay time pay for  
Dispute sleeper team Summers and Chandler for March 18, 1966, from  
Pacific Intermountain Express, for time spent in Rawlins,  
Wyoming. Also, the Union is claiming 8-1/2 hours terminal  
delay time for sleeper team Gordon and Lund for May 29th, at  
Rawlins, Wyoming.

Case #762.

JSC Motion: That the Employer's position be upheld.

Deadlocked Oregon JSC July 18, 1966.

Post Marked - July 21, 1966  
Received - July 22, 1966



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 190, Billings, Montana, and  
United-Buckingham Freightlines

O-T-R Dispute      Protesting the hauling of piggy-back trailers from Harlowton to  
Billings, Montana. The Company has never requested a Change  
of Operation; further, the run was created without the knowledge  
or consent of the Local Union and therefore is in violation of the  
existing Labor Contract.

Case #M-596.

JSC Motion: That the Union claim be denied.

Deadlocked Montana JSC July 15, 1966.

Post Marked - July 20, 1966

Received - July 25, 1966



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 190, Billings, Montana, and  
United-Buckingham Freight Lines

O-T-R Request 8 hours pay for August Jansma on May 19, 1966.  
Dispute

Employee Jansma was in and rested and should have been  
called for the trip that was pulled by employee Kirkness.  
Position of Local 190 that Mr. Jansma was deprived of a run,  
that he should have had the second trip that was made by Kirkness.

Case #M-598.

JSC Motion: That the claim of the Union be denied.

Deadlocked Montana JSC July 15, 1966.

Post Marked - July 20, 1966  
Received - July 25, 1966



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 222, Salt Lake City, Utah, and  
Pacific Intermountain Express

Auto- N. T. Spencer is employed at the Company's shop parts room,  
motive working under the Automotive Shop and Truck Servicing Supplemental  
Dispute Agreement. He has worked in the parts room since 1955. In  
approximately 1958 he received a ten cent per hour premium as  
a head stock room man and in December of 1961, he received a  
ten percent premium as a stock room lead man.

In January of 1966 Spencer was awarded the bid as stock room lead  
man with a ten percent premium. It is the Company's contention  
that the duties of this lead man position required him to supervise  
the other parts room employees and required him to use discretion  
in purchasing and maintaining inventory. The Company further  
contends that Mr. Spencer did not work out in this position and in  
February 1966, he was relieved of his supervisory responsibilities  
and discretion regarding purchasing and that these duties are now  
performed by a full-time supervisory employee outside the  
bargaining unit. This change, the Company contends, completely  
removed from Mr. Spencer's responsibilities any supervisory  
aspect over the other employees in the parts department and any  
discretion regarding purchases. Accordingly, the Company  
removed the ten percent premium pay from Mr. Spencer's com-  
pensation.

Case #777 (July 66-11)

JSC Motion: That the Company's position in removing Mr. Spencer's  
ten percent premium be upheld.

Deadlocked Utah-Idaho JSC July 19, 1966.

Post Marked - July 28, 1966. Received August 1, 1966.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 222, Salt Lake City, Utah, and  
Pacific Intermountain Express

O-T-R A Salt Lake domiciled sleeper team of Hepner and Elliott arrived  
Dispute at their lay point at Oakland at 18:32 on May 5, 1966. They were  
told that they would turn right back out and their tractor was  
hooked up to trailers on the ready line. They received their  
bills and checked out at 19:38 but in checking their equipment  
they discovered a flat tire on the trailer and it took approximately  
one-half hour to have the trailer changed by shop personnel. The  
Company paid for that delay.

The Union claims that the drivers are entitled to be paid for all  
of the time at the lay point since the drivers exceeded the one  
and one-half hour free time.

The Company contends that the trailer had been placed on the ready  
line, that the drivers had actually been dispatched within the one  
and one-half hour period, that there was no subterfuge and that  
the only actual delay in changing the tire should be paid.

Case #782 (July 66-16)

JSC Motion: That the Union's claim be upheld.

Deadlocked Utah-Idaho JSC July 19, 1966.

Post Marked - July 28, 1966

Received - August 1, 1966



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 231, Bellingham, Washington, and  
Oregon-Nevada-California Fast Freight

O-T-R Union objects to memo posted by O. N. C. at their Seattle terminal  
Dispute dated May 25, 1966. Memo as follows: "All out-of-town drivers  
at Seattle: Transportation is available at night to suitable eating  
places in the terminal area. There are several all-night restaurants  
available in the south end of Seattle. You are expected to eat at  
Seattle on turn schedules and schedules going beyond this terminal  
in order to speed up arrivals at destination points. The dispatcher  
on duty will assign you transportation."

Case #1446 (U).

JSC Motion: Union's position be upheld.

Deadlocked Washington JSC July 20, 1966.

No Post Mark  
Received - July 27, 1966



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #            Local 287, San Jose, California, and  
                  I. M. L. Freight, Inc.

Joint            Whether or not the individual who drove a truck through a  
Council 7       picket line at F.M.C. Corporation is considered as "other  
Dispute         employees" under the renegotiated Article 9, Section 3.

Case #LD-2426.

Joint Council #7 Labor-Management Committee Motion: That  
this case is referred to the Joint Western Area Committee with  
instructions to the JWAC to prepare a record and refer the case  
to the National Grievance Committee for decision.

Motion Carried.

Post Marked - July 25, 1966  
Received - July 26, 1966



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 287, San Jose, California, and  
Pacific Intermountain Express

Joint Union Position: Senior man who is assigned to specific customer  
Council 7 as a heavy duty man should be given opportunity for doubles dispatch  
Dispute later in the day, or given the doubles rate if the Company refuses  
to give him the opportunity.

Employer Position: If the man is dispatched heavy duty at the first  
dispatch, and a junior man gets doubles at the first dispatch (8:00 a. m.)  
then senior man gets extra dollar. This extra dollar does not apply  
to subsequent dispatches during the day while the senior man is at  
the customers and not available for a doubles dispatch.

Case #LD-2388.

Joint Council #7 Labor-Management Committee Motion: That  
the claim of the Union be denied.

Deadlocked Joint Council #7 Labor-Management Committee  
July 21, 1966.

Post Marked - July 25, 1966. Received - July 26, 1966.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 315, Martinez, California, and  
 Reliable Transportation

Tanker Union requesting replacement of clothes damaged for Herb Britt.  
 Dispute

Union read statement of driver into the record. Union claims  
 the man did not receive the rain gear.

Company claims no request was made by driver to replace  
 clothing damaged by acid. All drivers are issued rain gear and  
 are replaced by Company when they wear out.

Case #T-76-450 (Tanker).

JSC Motion: That the claim of the Union be allowed.

Deadlocked California-Arizona Joint State Tank Committee  
 July 21, 1966.

Post Marked - August 1, 1966. Received - August 2, 1966.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 741, Seattle, Washington, and  
 Consolidated Freightways

O-T-R O. W. Baker a CFW-OTR driver on the Seattle to Spokane run  
 Dispute asks runaround pay when a sleeper team pulled freight from  
 Seattle to Spokane and CFW cancelled his bid run on 6-4-66.  
 Filed under Article 53, Section 2 (e) of Western States OTR  
 Supplement.

Case #1436 (U).

JSC Motion: That this case be referred to the Change of Operations  
 Committee in San Francisco for clarification of Case #11-571 and  
 its preceding associated case with particular reference to the  
 protection of single bid runs between Seattle and Spokane as  
 against Sleepers moving through Spokane loaded with Trans-  
 continental Freight. Motion Carried.

Washington JSC date of action July 21, 1966).

No Post Mark  
 Received - July 27, 1966



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 741, Seattle, Washington, and  
Los Angeles-Seattle Motor Freight

O-T-R On behalf of LASME sleeper team Masters and Gower, we claim 3  
Dispute hours abuse of free time when this team was put off duty in  
Corning, California and the Company ran five Los Angeles loads  
through Corning with a Seattle destination.

We claim violation of dispatch rules and further claim violation  
of the intent of which the Change of Operation Committee granted  
the Company the right to use a Corning turn.

Case #1415 (U).

JSC Motion: That the dispatch was proper and claim of the  
Union be denied.

Deadlocked Washington JSC July 21, 1966.

No Post Mark  
Received - July 27, 1966



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 741, Seattle, Washington, and  
Oregon-Nevada-California Fast Freight

O-T-R On behalf of Burt Fenton, Local 741 protests the Company requiring  
Dispute a line driver to perform the duties of a hostler and pick-up and  
delivery employee at the Portland, Oregon terminal and the  
Portland, Oregon piggy-back yard. We claim violation of  
Article 52 of the current OTR Supplemental Agreement.

We further claim that when a line driver is directed to perform  
the Local employee's duties that he be compensated as though he  
were a casual H. D. driver as per Article 48 and 57 of the  
Pick-Up and Delivery Supplemental Agreement.

Case #1445 (U).

JSC Motion: That the claim be denied.

Deadlocked Washington JSC July 20, 1966.

No Post Mark. Received - July 27, 1966.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 741, Seattle, Washington, and  
 O. N. C. Fast Freight

O-T-R Local 741 on behalf of Adolph Gileck claim a minimum days pay  
 Dispute because the Company ran a Portland driver from Portland to  
 Seattle with drop and pick and then to Ellensburg, Washington  
 where he rested and returned to Seattle with drop and pick and  
 then on to Portland.

We claim the Company has never had approval for this type of  
 dispatch filed under Article 42, Section 4 and Article 53 of the  
 Western States OTR Supplemental Agreement.

Case #1452 (U).

JSC Motion: That the claim of the Union be denied.

Deadlocked Washington JSC July 21, 1966.

No Post Mark - Received - July 27, 1966.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #            Local 741, Seattle, Washington, and  
                  Sea Land Freight Service, Inc.

Interpre-        Does a rate posted by the Company give that Company the right  
tation            to violate the Sub-contracting clause Article 32, National Master  
                  Freight Agreement.

It is agreed that Article 43, Section 1 (d) shall have been  
satisfied if this grievance is heard during the August, 1966  
Joint Western Area Committee Grievance Meeting.

No Case Number.

Post Marked July 30, 1966. Received August 2, 1966.

Washington JSC - no date of action given.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 741, Seattle, Washington, and  
Sea Land Freight Service, Inc.

Warning Local 741 claims that Lloyd Faver the driver involved in the  
Notice warning notice was not at fault and the warning notice should be  
rescinded.

Case #1432 (U).

JSC Motion: That the warning notice be withdrawn.

Deadlocked Washington JSC July 20, 1966.

No Post Mark. Received - July 27, 1966.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #            Local 741, Seattle, Washington, and  
                 Pacific Intermountain Express

Termination      Local 741 protests the termination of Mr. Leo Willet who was  
                 terminated under Article 39 of the applicable contract by Pacific  
                 Intermountain Express effective June 14, 1966.

Case #1429 (U).

JSC Motion: That the termination be upheld.

Deadlocked Washington JSC July 20, 1966.

No Post Mark.    Received - July 27, 1966..